

SAILING DIRECTIONS CORRECTIONS

PUB 172 9 Ed 2001 LAST NM 20/04

Page 153—Line 37/R; insert after:

Caution.—A dangerous wreck lies about 1 mile offshore close NE of the approach range line.
(18(1947)04 Taunton; US CH 62070) 21/04

Page 260—Lines 38 to 39/R; read:
vessel is replaced by a tug. Pilots board near Lighted Buoy No. 12 (29°53.1'N., 49°12.6'E.).
(BA NM 18/04, Section VI) 21/04

Page 260—Line 50/R; insert after:
Regulations.—Vessels should contact Khorramshahr Coast Radio Station on VHF channel 16 upon arrival at the pilot boarding position to obtain berthing information.
(BA NM 18/04, Section VI) 21/04

Page 263—Line 34/L; insert after:
A Warning Zone has been established around the terminal. The zone extends 3,000m from the outer edge of the terminal structure, creating an oval-shaped area 6,990m long and 6,107m wide, centered on the terminal and oriented in a NW/SE direction. Vessels are advised to remain clear of the Warning Zone for all but essential transits. If the vessel's transit requires entry into the Warning Zone, vessels are advised to contact Coalition maritime security forces on VHF channel 16 to identify themselves and make their transit intentions known.
An Exclusion Zone has been established around the terminal; the right of innocent passage around the terminal within Iraqi territorial waters is temporarily suspended, in accordance with international law. The Exclusion Zone extends 2,000m from the outer edges of the terminal structure in all directions. Only tankers and support vessels authorized by the terminal operators or Coalition maritime security forces are allowed to enter the Exclusion Zone.
(MARLO Advisory 6/04) 21/04

Page 263—Line 57/L; insert after:
A Warning Zone has been established around the terminal. The zone extends 3,000m from the outer edge of the terminal structure, creating an oval-shaped area 7,030m long and 6,107m wide, centered on the terminal and oriented in a NW/SE direction. Vessels are advised to remain clear of the Warning Zone for all but essential transits. If the vessel's transit requires entry into the Warning Zone, vessels are advised to contact Coalition maritime security forces on VHF channel 16 to identify themselves and make their transit intentions known.
An Exclusion Zone has been established around the terminal; the right of innocent passage around the terminal within Iraqi territorial waters is temporarily suspended, in accordance with international law. The Exclusion Zone extends 2,000m from the outer edges of the terminal structure in all

directions. Only tankers and support vessels authorized by the terminal operators or Coalition maritime security forces are allowed to enter the Exclusion Zone.
(MARLO Advisory 6/04) 21/04

Page 268—Line 55/R; read:
ordering a pilot. The vessel's ETA at Rooka Lighted Buoy should be sent 24 hours
(BA NM 18/04, Section VI) 21/04

Page 269—Line 1/L; insert after:
Vessels should contact Khorramshahr Coast Radio Station on VHF channel 16 upon arrival at the pilot boarding position to obtain berthing information.
(BA NM 18/04, Section VI) 21/04

PUB 180 3 Ed 2002 LAST NM 19/04

Page 67—Line 16/L to Page 68—Line 11/L; read:

Ship Reporting Systems

Two mandatory ship reporting systems have been established for the safety of shipping in Greenland waters and to assist in the coordination of search and rescue efforts, as follows:

1. GREENPOS—All vessels on a voyage to or from Greenland ports and places of call. The reporting area is the area covered by the Exclusive Economic Zone of Greenland (200 miles).

2. COASTAL CONTROL (KYSTKONTROL)—All vessels of 20 grt and over, as well as all fishing vessels, on a coastal voyage between Greenland ports and places of call.

Other vessels are invited to participate in the system. Ships on Atlantic voyages can remain in the GREENPOS system when on passage between ports in Greenland by agreement with the Island Commander Greenland.

The Island Commander Greenland/MRCC Gronnedal is the responsible authority for the radio reporting systems and for initiating and carrying out maritime search and rescue operations in Greenland waters outside local areas, with the police being the responsible authority in local areas, as follows:

1. GREENPOS—If a report from a participating vessel is not received and it is not possible to establish communications with the vessel, or an emergency is reported, MRCC Gronnedal is responsible for initiating search and rescue action, including the involvement of other participating vessels known to be in that particular area.

2. COASTAL CONTROL (KYSTKONTROL)—If a report from a participating vessel is not received and it is not possible for the coast radio station to establish communications with the vessel, or an emergency is reported, the police of the port of destination shall be informed. Local police are responsible for initiating search and rescue action, including the involvement of other participating vessels known to be in that particular area.

PUB 180 (Continued)**Ship Reporting System—GREENPOS**

There are four types of GREENPOS reports:

1. **Sailing Plan (SP).**—The SP contains the basic information needed to enter the vessel into GREENPOS. The report should be made when the vessel enters the GREENPOS area from sea, upon final departure from a port in Greenland, or when a ship not subject to compulsory reporting wishes to participate in the system.

2. **Position Report (PR).**—The PR should be sent four times daily, as follows:

- a. 0000-0030 UTC.
- b. 0600-0630 UTC.
- c. 1200-1230 UTC.
- d. 1800-1830 UTC.

3. **Deviation Report (DR).**—The DR should be sent when the vessel's position differs significantly from the position which would have been predicted from previous reports.

4. **Final Report (FR).**—The FR should be sent upon leaving the reporting area, on arrival at its destination in Greenland, or when a ship not subject to compulsory reporting wishes to leave the system.

GREENPOS messages should be addressed to Island Commander Greenland (GLK) via Gronnedal Naval Radio-station (OVC), which can be contacted through telefax, e-mail, and INMARSAT-C. Island Commander Greenland (GLK) is responsible for monitoring the voyage from the time of receiving the first SP until the time of receiving the FR.

The first line of a GREENPOS message is one of the following:

Type of Report	Format
SP	GREENPOS/SP//
PR	GREENPOS/PR//
DR	GREENPOS/DR//
FR	GREENPOS/FR//

Telegrams prefixed as above are sent free of charge and as carrying the priority URGENT.

See the Appendix for more information on the format of GREENPOS messages.

Ship Reporting System—COASTAL CONTROL (KYST-KONTROL)

There are four types of COASTAL CONTROL reports:

1. **Sailing Plan (SP).**—The SP is sent as a first report upon departure.

2. **Position Report (PR).**—If the voyage will be over 24 hours in duration, and the vessel is equipped with a radio, a PR will be sent at least once every 24 hours to the Coast Radio Station to which the SP was addressed.

3. **Deviation Report (DR).**—A DR will be sent to the Coast Radio Station to which the SP was addressed, as follows:

- a. If there are any changes to the information given in the SP.
- b. If the arrival time increases by more than 1 hour.

4. **Final Report (FR).**—The FR is sent to the Coast Radio Station to which the SP was addressed immediately upon arrival at the vessel's destination.

For the purpose of transmitting COASTAL CONTROL messages, Greenland waters have been divided into a number of control areas, each based on a Coast Radio Station. The limits these areas are, as follows:

1. Coast Radio Station Ammassalik (OZL)—East coast N of 60°31'N.
2. Coast Radio Station Qaqortoq (OXF)—East coast S of 60°31'N and W coast S of 61°30'N.
3. Coast Radio Station Aaslaa (OYR)—West coast N of 61°30'N.

All reports should be addressed to the appropriate Coast Radio Station situated in the same control area as the destination. This Coast Radio Station is responsible for monitoring the voyage from the time of receiving the first SP until the time of receiving the FR.

The first line of a COASTAL CONTROL message is one of the following:

Type of Report	Format
SP	COASTAL CONTROL/SP//
PR	COASTAL CONTROL/PR//
DR	COASTAL CONTROL/DR//
FR	COASTAL CONTROL/FR//

Telegrams prefixed as above are sent free of charge and as carrying the priority URGENT.

See the Appendix for more information on the format of COASTAL CONTROL messages.

(BA NM 1/04, Section VI) 21/04

Page 69; replace with below:

New Appendix from back of this Subsection.

(BA NM 1/04, Section VI) 21/04

COAST PILOT CORRECTIONS

COAST PILOT 1 **34 Ed 2004** **Change No. 1**
LAST NM 18/04

Page 246—Paragraph 353; strike out.

(52/95 CG1) 21/04

Page 277—Paragraph 221, line 14 to Paragraph 222, line 1; read:

clearance of 1 foot all berthing areas.

Recommended Vessel Route

The U.S. Coast Guard Captain of the Port, Portland, Maine, in cooperation with the Maine and New Hampshire Port Safety Forum, has established a Recommended Vessel Route for vessels entering and departing the Sheepscot River. Vessels are requested to follow the designated route. Local fisherman in this area normally standby on VHF-FM channels 7 (156.350 MHz) and 10 (156.500 MHz). This

COAST PILOT 1 (Continued)

route was designed to provide a safe, established route for increased vessel traffic, to prevent the loss of fishing gear placed in the waters of, and approaches to, the Sheepscot River, and to reduce the potential for conflicts between larger, less maneuverable vessels and all other vessels navigating upon these waters. Vessels are responsible for their own safety and are not required to remain inside the route, nor are fisherman required to keep fishing gear outside of the recommended vessel route.

Channels

The channel in Sheepscot River is deep, and the ...
(CL 1783/03) 21/04

Page 323—Paragraph 220, lines 1 to 8; read:

Depths of about 34 feet can be carried in the marked channel through Portsmouth Harbor to the Memorial (U.S. Route 1) Highway Bridge. From this point, a dredged marked channel leads for about 3.5 miles to a turning basin about 0.4 mile above Frankfort Island in Piscataqua River. In September 2001, the controlling depth in the dredged channel was 27 feet to the turning basin, thence 33 feet in the basin. The ...
(H-11014; BPs 182307-09) 21/04

Page 323—Paragraph 226, line 5; read:
0.8 mile above Fort Point, in 18 to 71 feet. Space is limited,
...
(H-11014; BP 182308) 21/04

Page 323—Paragraph 228, line 2; read:
Fort Point on the south side of the channel in 49 to 58 ...
(H-11014; BPs 182307-08) 21/04

Page 324—Paragraph 233, line 10; read:
end. **Cod Rock**, covered 17 feet, is 225 yards ...
(H-11014; BP 182307) 21/04

Page 328—Paragraph 285, lines 3 to 7; read:
causeway. The island is marked on its south side by a light.
(H-11014; BP 182307; CL 1018/81) 21/04

Page 334—Paragraph 385, lines 9 to 11; read:
basin off the pier at Seabrook. In October 2003, the controlling depth was 5.5 feet (6.4 feet at midchannel) in the channel to the bridge; thence in 1983, 4 ...
(CL 114/04; BP 182503) 21/04

Page 334—Paragraph 393, lines 5 to 6; read:
side. In January 2003, the entrance channel had a reported depth of 6 feet. Gasoline, diesel fuel, and water are ...
(CL 256/03) 21/04

Page 340—Paragraph 482, lines 2 to 3; read:
bridge. In December 2002, the marina on the east side had a reported approach and alongside depth of 3 feet and provides a one-ton lift and dry winter storage. It ...
(CL 138/03) 21/04

Page 343—Paragraph 511, lines 2 to 4; read:
of Blynman Canal there is a marina with 12 feet reported at the floats. Gasoline, water, ice, berths with electricity, a pump-out station and some marine supplies are available; hull, engine and electronic repairs can be made. On the east bank opposite it are ...
(CL 138/03) 21/04

Page 382—Paragraph 200, lines 3 to 5; read:
east bank of Winthrop Head. Gasoline, diesel fuel, water, ice, a 10-ton lift, a small-craft launching ramp, some marine supplies, and limited overnight berthage are available at the marina; hull and engine repairs can be made.
(CL 138/03) 21/04

COAST PILOT 3 37 Ed 2004 Change No. 2
LAST NM 18/04

Page 69—Paragraph 636, line 3 to Paragraph 637; read:
advance notice is given.
(b) [Suspended]
(FR 10/28/03) 21/04

Page 69—Paragraph 642; read:

§117.729 Mantua Creek.

(a) The draw of the CONRAIL Railroad Bridge, mile 1.4 at Paulsboro, shall operate as follows:

(1) From March through November, the draw shall be left in the open position to vessels and will only be closed for the passage of trains and to perform periodic maintenance authorized in accordance with subpart A of this part.

(i) Trains shall be controlled so that any delay in opening of the draw shall not exceed ten minutes except as provided in §117.31(b).

(ii) Before the bridge closes for any reason, an on-site train crewmember will observe the waterway for approaching craft, which will be allowed to pass. An on-site train crewmember will then operate the bridge by radiophone. The bridge shall only be closed if an on-site train crewmember's visual inspection shows that the channel is clear and there are no vessels transiting in the area.

(iii) While the CONRAIL Railroad Bridge is moving from the full open to the full closed position, an on-site train crewmember will maintain constant surveillance of the navigational channel to ensure no conflict with maritime traffic exists. In the event of failure or obstruction, the on-site train crewmember will stop the bridge and return the bridge to the open position.

(iv) During closing of the span, the channel traffic lights will flash red, the horn will sound five short blasts, and an audio voice warning device will announce bridge movement, and the bridge will close. When the bridge is seated and locked down to vessels, the channel traffic lights will continue to flash red. When the rail traffic has cleared the swing span, the horn will sound one prolonged blast followed by one short blast to signal the draw of the CONRAIL Railroad Bridge is about to return to its full open position to vessels.

(v) During open span movement, the channel traffic

COAST PILOT 3 (Continued)

lights will flash red, the horn will sound one prolonged blast followed by one short blast, then a pause, and an audio voice warning will announce bridge movement until the bridge is in the full open position. In the full open position, the channel traffic lights will flash green.

(2) From December to February, the draw may be left in the closed position and opened on signal if at least four hours notice is given by telephone at (856) 231-2393.
(FR 04/20/04) 21/04

COAST PILOT 3 37 Ed 2004 Change No. 3

Page 177—Paragraph 34, lines 3 to 5; read:

Manasquan River. In August 2003-January 2004, the controlling depth was 8.8 feet (10.5 feet at midchannel) in the inlet through the jetties; thence in August 2003, 3.2 feet (6.7 feet at midchannel) to the ...
(BP 182721) 21/04

Page 180—Paragraph 41, line 5; read:

charted. In December 2003, the controlling depth was 9.3 feet (10.9 feet at midchannel) ...
(BP 182722) 21/04

Page 184—Paragraph 77, lines 2 to 3; read:

miles west of Cape May Inlet. In April 2003-February 2004, the controlling depth was 11.5 feet (14.1 feet at midchannel) ...
(BP 182691) 21/04

Page 191—Paragraph 27, lines 3 to 5; read:

to the first bridge. In August 2003-January 2004, the controlling depth was 8.8 feet (10.5 feet at midchannel) in the inlet through the jetties; thence in August 2003, 3.2 feet (6.7 feet at ...
(BP 182721) 21/04

Page 192—Paragraph 31, lines 5 to 8; read:

the bridge decreasing to 2 feet above it.
(BP 182659; NOS 12324) 21/04

Page 267—Paragraph 174, line 12; read:

two forks. In December 2003, the controlling depth was ...
(CL 427/04; BP 182961) 21/04

Page 267—Paragraph 174, line 12; read:

two forks. In December 2003, the controlling depth was ...
(CL 427/04; BP 182961) 21/04

Page 267—Paragraph 177, line 4; read:

head. In July 2003, a controlling depth of 2.6 feet was
(CL 17/04; BP 182336) 21/04

Page 272—Paragraph 23, lines 4 to 5; read:

channel into **Bennett Creek**. In July 2003, the controlling depth was 3.2 feet in the entrance channel to the ...
(CL 16/04; BP 182335) 21/04

Page 273—Paragraph 37, lines 3 to 7; read:

and gravel. In June 2003, the controlling depths were 6.8 feet through the entrance and up the river channel to Daybeacon 15, thence 5.1 feet in the north half and 3.8 feet in the south half of the river channel to Daybeacon 17, and thence 6.4 feet to Smithfield.
(CL 90/04; BPs 182407-12) 21/04

Page 287—Paragraph 85, lines 4 to 5; read:

the upper part of the harbor. In September 2003, the controlling depth was 6.7 feet in the dredged channel; thence ...
(BP 182924) 21/04

Page 290—Paragraph 138, lines 3 to 4; read:

buoys. In September-October 2003, the controlling depth was 4.0 feet in the ...
(BP 182343; CL 19/04) 21/04

Page 336—Paragraph 45, lines 9 to 11; read:

In June 2003, the controlling depth was 2.8 feet (4.5 feet at midchannel) to the turning basin, thence depths of 5.4 to 5.9 feet were in the basin.
(BPs 182953-55) 21/04

**COAST PILOT 4 35 Ed 2003 Change No. 28
LAST NM 20/04**

Page 352—Paragraph 100, line 5; read:

anchorage in Savannah River except in an emergency. It is recommended that no vessel, regardless of size, anchor within a two-mile radius of Tybee Lighted Whistle Buoy T.
(CL 428/04) 21/04

Page 353—Paragraph 115, line 18; read:

Whistle Buoy T (31°57'54"N., 80°43'12"W.). It is recommended that all deep draft vessels make preparations to be boarded by the Savannah Pilots in a rectangular area enclosed by the following points:
31°57'49"N., 80°40'30"W.;
31°56'54"N., 80°38'24"W.;
31°55'08"N., 80°39'32"W.;
31°56'05"N., 80°41'36"W. Ships are ...
(CL 428/04) 21/04

**COAST PILOT 7 36 Ed 2004 Change No. 9
LAST NM 20/04**

Page 212—Paragraph 3676, line 3; read:

portion of the restricted area described in §334.870(b) ...
(33 CFR 334) 21/04

Page 217—Paragraph 3855, line 4; read:

Army Base, shall enter this area.

§334.1065 U.S. Coast Guard Station, San Francisco Bay, Yerba Buena Island, San Francisco Bay, California; Restricted Area.

(a) *The area.* San Francisco Bay on the east side of Yerba Buena Island: From a point along the southeastern shore of

COAST PILOT 7 (Continued)

Yerba Buena Island at latitude 37°48'27" North, longitude 122°21'44" West; east to latitude 37°48'27" North, longitude 122°21'35" West; north to latitude 37°48'49" North, longitude 122°21'35" West, a point on the northeastern side of Yerba Buena Island.

(b) *The regulation.* (1) All persons and vessels are prohibited from entering the waters within the Restricted Area for any reason without prior written permission from the Commanding Officer of the Coast Guard Group San Francisco on Yerba Buena Island.

(2) Mooring, anchoring, fishing, transit and/or swimming shall not be allowed within the Restricted Area without prior written permission from the Commanding Officer of the Coast Guard Group San Francisco on Yerba Buena Island.

(c) *Enforcement.* The regulation in this section shall be enforced by the Commanding Officer of the Coast Guard Group San Francisco on Yerba Buena Island, and such agencies and persons as he/she shall designate.

(FR 04/16/04)

21/04

Page 219—Paragraph 3878, line 4; read:
designate.

§334.1126 Naval Base Ventura County, Point Mugu, California; Restricted Area.

(a) *The area.* The restricted area at Naval Base Ventura County Point Mugu incorporates its shorelines and connects the following points:

34°07'9.9"N., 119°09'35.6"W. (up-coast shoreline point);

34°07'00.0"N., 119°09'46.7"W.,

34°06'44.9"N., 119°09'22.5"W.;

34°06'30.2"N., 119°08'59.0"W.;

34°06'20.5"N., 119°08'46.7"W.;

34°06'08.4"N., 119°08'25.2"W.;

34°05'53.7"N., 119°07'59.5"W.;

34°05'45.9"N., 119°07'41.5"W.;

34°05'40.1"N., 119°07'21.0"W.;

34°05'33.6"N., 119°06'58.1"W.;

34°05'31.2"N., 119°06'37.9"W.;

34°05'31.0"N., 119°06'22.2"W.;

34°05'32.9"N., 119°06'14.4"W.;

34°05'44.7"N., 119°05'54.0"W.;

34°05'45.2"N., 119°05'43.5"W.;

34°05'41.0"N., 119°05'21.2"W.;

34°05'42.2"N., 119°05'13.3"W.;

34°05'27.8"N., 119°04'49.5"W.;

34°05'17.9"N., 119°04'27.9"W.;

34°05'05.7"N., 119°03'59.9"W.;

34°05'17.9"N., 119°03'55.4"W. (down-coast shoreline point).

(b) *The regulation.* No vessels may enter the restricted area unless permission is obtained in advance from the Commanding Officer of Naval Base Ventura County, Contact Naval Base Ventura County Security at (805) 989-7907.

(c) *Enforcement.* The regulation in this section, promulgated by the United States Army Corps of Engineers, shall be enforced by the Commanding Officer of Naval Base Ventura County, and such agencies or persons as he/she may

designate.

§334.1127 Naval Base Ventura County, Port Hueneme, California; Restricted Area.

(a) *The area.* The waters within Port Hueneme Harbor, beginning at the seaward ends of the two Port Hueneme Harbor entrance jetties, with the northwestern entrance jetty end occurring at 34°8'37.0"N., 119°12'58.8"W., and the southeastern entrance jetty occurring at 34°8'34.8"N., 119°12'43.2"W., and extending northeasterly to the shoreline.

(b) *The regulation.* No vessels or persons may enter the restricted area unless permission is obtained in advance from the Commanding Officer of Naval Base Ventura County. Commercial vessels that are required to make Advanced Notifications of Arrival shall continue to do so. All vessels must obtain clearance from "Control 1" over marine radio channel 06 VHF-FM prior to crossing the COLREGS (Collision Regulations) demarcation line. Vessels without marine radio capability must obtain clearance in advance by contacting "Control 1" via telephone at (805) 982-3938 prior to crossing the COLREGS demarcation line. The COLREGS demarcation line is defined as a line approximately 1,500 feet in length connecting the seaward limits or ends of the two Port Hueneme Harbor entrance jetties, with the northwestern jetty end occurring at 34°08'37.0"N., 119°12'58.8"W., and the southeastern entrance jetty occurring at 34°08'34.8"N., 119°12'43.2"W. (NAD 83).

(c) *Enforcement.* The regulation in this section, promulgated by the United States Army Corps of Engineers, shall be enforced by the Commanding Officer of Naval Base Ventura County, and such agencies or persons as he/she may designate.

(FR 04/16/04)

21/04

Page 276—Paragraph 475, line 1; read:

Chart 18724

Point Hueneme (pronounced: y-nee-me), 22 miles ...

(NOS 18724)

21/04

Page 278—Paragraph 503, line 1; read:

Chart 18725

Channel Islands Harbor, 1 mile NW of Port ...

(NOS 18725)

21/04

**COAST PILOT 8 25 Ed 2003 Change No. 21
LAST NM 20/04**

Page 130—Paragraph 21, lines 1 to 5; read:

Langara Point Light (54°15'24"N., 133°03'30"W.), 160 feet (49 m) above the water, is shown from an octagonal tower on the NW end of Langara Island. A white dwelling is about 135 yards (123 m) E of ...

(LL/04; CL 1497/01)

21/04

Page 130—Paragraph 24, lines 1 to 3; read:

Cape Muzon Light (54°39'51"N., 132°41'30"W.), 80 feet (24.4 m) above the water, is shown from a spindle with a red

COAST PILOT 8 (Continued)

and white diamond-shaped daymark ...
(LL/04) 21/04

Page 130—Paragraph 26, lines 8 to 9; read:
bare hill, with rounded top. **Point Marsh Light** (54°
42'42"N., 132°17'43"W.), 74 feet (23 m) above the water, ...
(LL/04) 21/04

Page 131—Paragraph 41, lines 2 to 4; read:
Island, is about 23 miles E of Cape Muzon. **Cape Chacon
Light** (54°41'26"N., 132°01'01"W.), 50 feet (15 m) above the
water, is shown from a frame with a red and white diamond-
shaped ...
(LL/04) 21/04

Page 132—Paragraph 57, lines 5 to 6; read:
Barren Island Light (54°44'38"N., 131°21'03"W.), 85 feet
(26 m) above the water, is shown from a spindle with a ...
(LL/04) 21/04

Page 133—Paragraph 66, line 1; read:
Holliday Island Light (54°37'24"N., 130°45'30"W.), 21 ...
(LL/04) 21/04

Page 133—Paragraph 72, line 3; read:
(54°46'49"N., 130°47'58"W.), 46 feet (14 m) above the
water, ...
(LL/04) 21/04

Page 134—Paragraph 80, line 3; read:
Tongass Reef Daybeacon (54°47'13"N., 130°44'40"W.) on
...
(LL/04) 21/04

Page 135—Paragraph 93, lines 3 to 4; read:
Male Point. **Pearse Canal Island Light** (54°47'06"N., 130°
36'30"W.), 18 feet (5.5 m) above the water, is shown ...
(LL/04) 21/04

Page 136—Paragraph 112, line 4; read:
(55°17'12"N., 129°58'24"W.), 21 feet (6.4 m) above the ...
(LL/04) 21/04

Page 137—Paragraph 124, line 7; read:
(55°54'42"N., 129°59'24"W.), 12 feet (3.7 m) above the
water, ...
(LL/04) 21/04

Page 139—Paragraph 158, line 1; read:
Black Rock Light (55°01'25"N., 131°03'35"W.), 55 feet
...
(LL/04) 21/04

Page 317—Paragraph 62, line 9; read:
1 fathom. Inside, the depths are 3 to 12 fathoms, ...
(H-10861) 21/04

COAST PILOT 8 25 Ed 2003 Change No. 22

Page 141—Paragraph 189, lines 4 to 5; read:
(55°05'17"N., 131°03'10"W.), 33 feet (10.1 m) above the ...
(LL/04) 21/04

Page 141—Paragraph 192, line 5; read:
at high water. **Hog Rocks Light** (55°10'41"N., 131°
16'59"W.), ...
(LL/04) 21/04

Page 141—Paragraph 197, line 1; read:
Angle Point Light (55°14'19"N., 131°25'37"W.), 24 ...
(LL/04) 21/04

Page 142—Paragraph 204, line 3; read:
Spire Island Reef Light SI (55°16'05"N., 131°29'59"W.), ...
(LL/04) 21/04

Page 142—Paragraph 206, line 1; read:
Mountain Point Light (55°17'37"N., 131°32'55"W.), ...
(LL/04) 21/04

Page 143—Paragraph 229, line 2; read:
(55°19'08"N., 131°38'35"W.), 18 feet (5.5 m) above the
water, ...
(LL/04) 21/04

Page 147—Paragraph 290, line 4; read:
(55°22'28"N., 131°44'19"W.), 15 feet (4.6 m) above the
water, ...
(LL/04) 21/04

Page 148—Paragraph 306, lines 3 to 4; read:
(55°24'48"N., 131°48'09"W.), 24 feet (7.3 m) above the
water ...
(LL/04) 21/04

Page 149—Paragraph 309, lines 3 to 4; read:
the W entrance to Tongass Narrows. **Guard Islands Light**
(55°26'45"N., 131°52'52"W.), 74 feet (23 m) above ...
(LL/04) 21/04

Page 151—Paragraph 345, line 4; read:
(55°55'32"N., 131°36'54"W.), 18 feet (5.5 m) above the
water, ...
(LL/04) 21/04

Page 152—Paragraph 352, line 3; read:
(55°53'03"N., 131°44'46"W.), 12 feet (3.7 m) above the
water, ...
(LL/04) 21/04

Page 153—Paragraph 359, line 5; read:
Bushy Point Light (55°43'52"N., 131°43'56"W.), 18 feet
(5.5 m) above ...
(LL/04) 21/04

COAST PILOT 8 (Continued)

Page 154—Paragraph 369, lines 5 to 6; read:
entrance point is marked by **Helm Bay Light** (55°34'50"N.,
131°55'43"W.), 14 feet (4.3 m) above the water, shown ...
(LL/04) 21/04

Page 154—Paragraph 379, line 4; read:
Grant Island Light (55°33'16"N., 131°43'44"W.), 18 feet
(5.5 m) ...
(LL/04) 21/04

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Page 158—Paragraph 30, lines 3 to 4; read:
point, is marked by **McLean Point Light** (54°47'30"N., 131°
57'24"W.), 58 feet (17.7 m) above the water and ...
(LL/04) 21/04

Page 160—Paragraph 60, lines 1 to 2; read:
Moira Rock Light (55°04'58"N., 131°59'54"W.), 40 feet
(12.2 m) above the water, is shown from a skeleton tower ...
(LL/04) 21/04

Page 163—Paragraph 90, line 11; read:
Island Light (55°18'05"N., 132°04'22"W.), 33 feet (10 m) ...
(LL/04) 21/04

Page 165—Paragraph 122, lines 6 to 8; read:
E or W. **Point Davison Light** (54°59'40"N., 131°36'51"W.),
33 feet (10.1 m) above the water, is shown from a spindle
with a red and white diamond-shaped ...
(LL/04) 21/04

Page 168—Paragraph 170, line 1; read:
Warburton Island Light (55°07'56"N., 131°38'01"W.), ...
(LL/04) 21/04

Page 170—Paragraph 203, lines 5 to 6; read:
N from the point. **Driest Point Light 4** (55°10'35"N., 131°
36'23"W.), 29 feet (8.8 m) above the water, is shown ...
(LL/04) 21/04

Page 170—Paragraph 208, line 7; read:
(55°15'59"N., 131°38'23"W.), 37 feet (11 m) above the ...
(LL/04) 21/04

Page 173—Paragraph 244, line 1; read:
Skowl Point Light (55°25'39"N., 132°16'11"W.), 15 ...
(LL/04) 21/04

Page 174—Paragraph 258, line 15; read:
Kasaan Light (55°32'05"N., 132°23'46"W.), 12 feet (3.6 m)
...
(LL/04) 21/04

Page 176—Paragraph 282, line 6; read:
Light (55°35'56"N., 132°12'11"W.), 40 feet (12.2 m) ...
(LL/04) 21/04

Page 178—Paragraph 312, lines 3 to 4; read:
shore in its vicinity. **Narrow Point Light** (55°47'27"N., 132°
28'35"W.), 35 feet (10.6 m) above the water, is shown ...
(LL/04) 21/04

Page 178—Paragraph 314, line 10; read:
(55°53'16"N., 132°35'53"W.), 20 feet (6.1 m) above the
water, ...
(LL/04) 21/04

Page 182—Paragraph 354, line 1; read:
Lincoln Rock West Light (56°03'24"N., 132°41'50"W.),
58 feet (17.7 m) above the water, is shown from a skeleton
tower with a red and white diamond-shaped ...
(LL/04) 21/04

Page 183—Paragraph 369, lines 2 to 3; read:
NW of Coffman Island. **Beck Island Light** (56°02'51"N.,
132°51'45"W.), 27 feet (8.2 m) above the water, is shown ...
(LL/04) 21/04

Page 184—Paragraph 383, line 1; read:
Kashevarof Passage Light (56°10'47"N., 133°01'18"W.),
...
(LL/04) 21/04

Appendix

GREENPOS/COASTAL CONTROL (KYSTKONTROL) Message Reporting Format

Format	Sailing Plan	Position Report	Deviation Report	Final Report	Remarks
A/Vessel name/call sign//	R	R	R	R	
B/Date and time of report//	R	R	R	R	See Note 1.
C/Position by latitude/longitude//	R	R	R	R	See Notes 2 and 4.
D/Position by geographic location//	R	R	R	R	See Notes 3 and 4.
E/True course//	R	R			See Notes 5 and 7.
F/Speed in knots//	R	R			See Notes 6 and 7.
I/Destination and ETA//	R				Express ETA as in Note 2.
L/Planned passage//	R				See Note 8.
Q/Defects or limitations//					See Note 9.
S/Weather and ice conditions//	R	R	R	R	See Note 10.
X/Up to 65 characters of amplifying comments//	R	O	O	O	See Note 11.

KEY

R Required

O Optional

NOTES

1. Expressed as a six-digit group, DDHHMM, using UTC, where DD is the date (from 00 to 31), HH is the hour (from 00 to 23) and MM is minutes (from 00 to 59), followed by Z.

2. Latitude is expressed as a four-digit group, DDMM, where DD is degrees (from 00 to 90) and MM is minutes (from 00 to 59), followed by N or S.

3. Longitude is expressed as a five-digit group, DDDMM, where DDD is degrees (from 000 to 179) and MM is minutes (from 00 to 59), followed by E or W.

4. Either Line C or Line D may be used.

5. Expressed as a three-digit group.

6. Expressed as a two-digit group.

7. COASTAL CONTROL—This information is required only in the Sailing Plan.

8. An abbreviated statement of planned route, e.g.: present position—great circle route to 100 miles S of Kap Farvel.

9. Details of any defects affecting ship's safety, e.g.: radar or VHF disabled.

10. Abbreviated details of weather conditions at time of report and ice conditions since last report, e.g.: SW5, ice edge seen from 6100N 03905W—state if ice not seen.

11. For Sailing Plan, number of persons on board (e.g. POB 16). May also add other relevant information affecting safety of own or other vessels.